1866-67

(L B)

File no 2.
Sls. 1-17.

The work of opening the
Colour Chart

Indexed
D. Wanjiru Njama

No 369

Mysore Public Works Department,

Central Office,

Current Branch,

No 2931
585

1866-64

From The Chief Engineer
of Mysore.

To The Secretary to the
Commissioner of Mysore.

Dated 31st October 1866.

Despatched

Received 4th Nov 1866

one File
of correspondence

Enclosures No.

Subject.

Your docket No 2710
of 5th September 1866,
452
with the Proceedings
of the Madras Govern-
ment Public Works
Department No 2790
40
of 1st idem

with reference to
the above beg to
forward for the

Ref. to the Enclosures of Commissioner's Office

Write to the Collector of Bellary to inform the Chief Engineer why the Returns called for have not been furnished

12-46 Collector's Letter & return to Enclosures often long retained Comes & State that the Subs of the Upper Division will be addressed on the subject & requested to take measures to have the construction of the Road in connection with the Lower Division ~~[illegible]~~ kept in hand without any further unnecessary delay. The Amt stand for credit on Head of Ghaut Toll Collections on the Thoroughfare District is considerable there would appear the a great want of energy & zeal on the part of the District Officials in availing themselves of the means at their command for the proper development

Commissioners information the Correspondence mentioned below is original for his Consideration and obliging return.

Chief Engineer

Letter No. 324 dated 28 1866 from 799 Captain

No. 171/425 dated 10th September 1866 Captain Palmer to Superintendent

No. 131 from Dy. Superintendent Civil Engineer

No. 186 from Executive Engineer Superintendent

No. 1644 from Dy. Executive Engineer

as the construction
of the above important
and much needed line
of communication —
It will of course be
necessary to determine
the limits at which
the new Road is to
fall into the Thungagh
& Jalgaon Road, this
has as a matter
which can without
much difficulty be
determined upon after
consultation with the
District Officer &
Executive Engineer
a single reconnoissance
the relative distance

of Road & the Gradients
ascending as the line
falls in at Comsee
Quarry or Surface,
the Amount available
for the Work & the
Comparative advantages
or disadvantages of
the different lines when
taken in conjunction
with the Present
Requirements of the
Traffic & the development
are the Considerations
which it will be
necessary to weigh
in order to arrive at
a satisfactory decision
of the Question —

I shall take to learn
that the limits as
is now as referred
to by Mr. Hutton Elliot
have been brought
up and only date to
a satisfactory Plan
& that I may be
enabled before long
to report for the
information of the
Lords and Gent. that
the above arbitrary
line of Communication
with Canada has
been taken in hand
& will be vigorously
prosecuted to Completion

8 10.66 Lmo

No 324/799

Executive Engr's Office
Shemoga Dn
Camp Chenagerry 28th Sept 1866.

To

The Chief Engineer
in Mysore.

Sir,

In reply to your No 2571/2184 d/ 6 Instt I have the honor to forward copies of the correspondence between myself & the Dyf Supt from which it will be observed that the Civil Officers will take up the work of opening the Coloor Ghaut as soon as a certain question raised by Major Elliott regarding a change of Talooks is settled

I have the honor to be &c
Sd/ W. H. G Palmer Captain
Executive Engineer

No 171/725.

Executive Engr's Office
Shemoga Dn 10 Sept.

To

The Dyf Supt
Shemoga District

Sir,

In forwarding for your information and obliging return the original correspondence marginally noted, I have the honor to request the favour of your informing me whether it is your intention to carry out the Coloor Ghaut approach from Plough Tax funds.

Ch: Engr's No 2511/2184 d/ 6th — Proceedings of the Madras Govt P.W.D. d/ 14th Sept 66 Secy to Govt's letter No 27907/ 4th Sept 66 Secy to Comrs No 2710/452 d/ 5th

2 I have already inspected 2 lines of Road in that locality, one from Ingur to Sanger, & one from Ingur to Anantapoor, from the latter of which the Ghaut

Approach

approach might be made to strike off - The distance would not be great and the expense Comparatively trifling -

3 - I am unaware what importance you attach to the speedy execution of this line from a Mysore point of view, but it appeared to me on my last visit to that part of the country that the most crying want of a Ghaut to the low country was felt by the Engur Taluk & that an opening of the Hyder Shur Ghaut would be in every way more profitable to Mysore than the Coloor project, but as the Ghaut has been already opened it might be as well to open the few miles of road that would be required to connect it with the already sanctioned line from Anantapoor to Engur & I shall be prepared to go over the line with you, if convenient, as soon as the season permits.

I have the honor to be Sir
Your most obedient Servant
Sd/ W. H. G. Palmer Capt
Exe: Engr

Shemoga
10 Septr 66

No 131

D/ Supts Office
Shemoga District
Shemoga Septr 66

To,

The Executive Engineer
Shemoga District

Sir,

In acknowledging the receipt of your letter No 171/725 of the 10th Instt with its enclosures herewith returned, I have the honor to state that owing to some recommendations which I

General No 3466 } 1866/67
PM No 430 }

M.C.G.

Bangalore 8th October 1866

D 9

To

The Hon. Ch. Levy.
Shimoga.

Sir

In returning the enclosures of Your letter No. 2931/385 of the 1st Instant I am directed by the Hon. Com. to state that the Asst. Engr will be addressed on the subject and be requested to take measures to have the construction of the Road in connection with the Colonization Block pushed on hand without any further unnecessary delay.

The Com observes that the amount standing at credit on account of Plough Tax Collections in the Shimoga District is considerable and that there would appear to be a great want of energy and zeal on the part of the District Officials in availing themselves of the means at their command for the proper development of the Resources and Trade of the country by opening out such important lines of communication, which has been

Letter No 324/799 d/28 Septr/66 from Captain Palmer
" No 171/725 d/10 Septr/66 from the Deputy Asst
" 131 from Dy Asst Com Gen Engineers
" 186 from Ex Engineers
" 1464 from Dy Asst Com Gen Engineers

Levy
6.10.66

To Dist Asst Com

Levy.

1866 No 3466
PWD 430

To

The Chief Engineer
in Mysore

Dated 8th } October
Desp'd 9th }
Enc: 1 File

General No 3466 } 1866/67
PWD No 430

Returns the enclosures of letter No 2931/385 dated the 1st Instant, and observes with further remarks, that the Supt of Sugur will be communicated with to have the Construction of the road with the Coloor Ghat put in hand without any further unnecessary delay.

I
B-45.

Mysore Public Works Department,
Central Office,
Current Branch,
1866-67.

No. 4155/556

From The Chief Engineer of Mysore.
To The Secretary to the Commissioner of Mysore.

Dated 14th December 1866
Despatched
Received 17th Dec 1866

Enclosures No.

Subject

Submitting for information copy of a letter No. 250 from the Assistant Engineer Budihal Division reporting on the condition of the Bloor & Shirur Road.

Blood or Cart Shirur is a favorable condition for Wheeled traffic of these 6 have been [illegible] Character & likely to remain the Principal means of local traffic, which has been recently handed to [illegible] of the Officers of the Public Works in the Kulaban (?) Division

Inward above of Major Tarbey, A.D. Trail Collector & Col Walker Asst. Engr. of the 7th Division with reference to the Survey letter to repair the above Road No 154 of 24th June 1866

Y. 12. 66

Cont. 5/1866

Acknowledge & state that the measures which have been taken by the Asst. Engr. to place the road under [illegible]

No. 4155/556

Mysore Public Works Department
Central Office

From,

Major R.H. Sankey R.E.
Chief Engineer of Mysore

To,

The Secretary to the Commissioner
for the Government of the Territories
of His Highness the Rajah of Mysore

Dated the 4th December 1866.

Sir,

I have the honor to submit for the information of the Commissioner Copy of a letter from Mr. Hall Assistant Engineer Cuddoor Division reporting on the creation of the Bhoondghaut Road, and to state that orders have been issued to the Executive Engineer to have the whole line maintained quite practicable for Carts throughout and to make early arrangements for the preparation of a project for raising its class from Chickmagloor

No. 250 of 27th November 1866.

I have the honor to be
Sir
Your most Obed. Servt.
R.H. Sankey Major R.E.
Chief Engineer of Mysore

Bangalore
4th December
1866.

The Khalasis are still employed on the Ghaut and probably will be for another month when I hope to be able to report the Ghaut completely repaired.

I have the honor to be Sir

/Signed/ W B. Snell

Asst Engineer in Charge of No II Sub Division

/True Copy/

A. Beaulieu Major R.E.

Chief Engineer of Mysore

Col. No. 4986
PWD 648

Mysore Commr's Office
Camp Mysore 7th Dec.r 1866.

To-

The Chief Engineer
in Mysore-

Sir,

In forwarding for your information copy of the papers marginally noted, I am desired by the Offg. Commr. to request, that you will report on the subject of the road leading to the Codakul or Bhoond Ghaut within the Mysore Territories which is stated to be at present impassable for Wheel traffic-

I have &c

Secretary

†
From the Superintending Engineer 7th Division No. 154 dated 24th Novr/66.

To the Secy: to the Madras Govt in the P.W.D No. 4189/27 dated 6th Novr/66.-

8.12.66

To C.S. for Initials

R. L.

From 1866

To The Chief Engineer in Mysore

Dated Camp Mysore 7th Decr

Despatched

Received

Enclosures No.

General No. 4986 } 1866-67
P. W. D. No. 648 }

Forwarded for information copy of the papers noted in request to report on the subject of the road leading to the Chelakul or Shoond Ghaut within the Mysore Territories which is impassable at present for wheel traffic.—

Copy Lt. R. Dy.

General No. 5080
P.W.D 662

M.C.C.
Camp Shirvroy 13th Decr 1864

To

The Chief Engr
Mysore

Sir,

In acknowledging your letter No. 4155/536 of the 4th Instant, I am desired by the Offg Commr to state that the measures which have been taken by the Asst Engr: Traffic to place the road leading to the Bhoond (or Garrison) Mount under the condition for wheeled traffic, appear to have been of a rather faulty character, and likely to retard the embodiment to the Local Traffic, the existence of which has been recently brought to notice by the Officers of the Dept of P.W. in the Malabar District.

I have &c

Mysl 12 Dec 64 Lucky

R-45

From 1866 No. 5080
PWD 662.

To The Chief Engineer in Mysore

Dated 13th December

Dispatched 14th

Received

Enclosures No.

General No. 5080
PWD No. 662 } 18 -6

In reply to letter 4155/556 dt 4th Dec. approves of the measures taken by Mr. Traill, Asst. Supt. to place the road leading to the Bhoud Ghaut in a passable condition.

Copd. E. A.

F-48.

Mysore Public Works Department,
Central Office,
Current Branch.

No. 477
42

1866-67

From The Chief Engineer
of Mysore.

To The Secretary to the
Commissioner of Mysore.

Dated
Despatched } 25 January 1867.

Received

Enclosures No. One.

Subject

Forwards for information a
Memorandum on the Chick
magloor Cuddoor Road, &
solicits that the orders
already issued by him for
the immediate prosecution
of the Works may
be confirmed

Chief Engr on subject
of his Inspection of the
Roads in Anticaid &
Proposed to the Amildars
of Penny and the Road
from Cuddoor & Chickmagloor
Chief Engr himself selected, his
Inspection is recorded
when the Amildars
have received sufficient
Estimate Orders &
have to submit
at an early date
for the orders of the
Commissioner for
29.1.67

Cam 28/1/1867
under the Establishment
appd. by Cabinet dated
of 1700 sanctioned by the

No. 477/42

Mysore Public Works Dept
Central Office

From

Major P. A. Sankey R.E
Chief Engineer of Mysore

To,

The Secretary to the Commissioner
for the Government of the Territories of
His Highness the Rajah of Mysore
Dated the 25th January 1867.

Civil Works.

Sir,

In forwarding for the Commissioner's information the accompanying Memorandum on the Chickmagloor-Coddoor road, I have the honor to solicit the favor of Mr. Saunders confirming the orders I have issued for the immediate prosecution of the Yerna Ghaut works (on the 5th mile out of Chickmagloor) as it is absolutely essential that the earliest possible relief should be afforded to traffic in this old Ghaut which is so steep as to form an almost insurmountable obstacle to laden carts.

2. The total Amount in excess for which I have sanctioned in Anticipation, to Give

Sanctum — Rupees 1700 — is, as explained, quite within the Commissioner's Competence, and in six weeks, I hope to be in a position to submit the whole revised Estimate for the consideration and sanction of the Government of India.

3. I may be permitted to add that the Deputy Superintendent is very anxious that this ground which forms now the only serious bar to direct communication with Cuddoor, should be at once thrown open. There are moreover ample funds available from savings on both major and minor Original works in the Cuddoor and other Divisions.

I have the honor to be
Sir
Your most Obed Servant
W. Symonds Capt R.E.
for Chief Engineer of Bengal.

Bangalore
25th January
1849

Mysore Public Works Deptt
Central Office

Memorandum.

Inspected 8 or 9 miles of the new road from Chickmugloor to Sacra=
=hatam, passing over the Yemah and Kesagony ghauts. This in=
cludes the most difficult portion of the line, and its main features are sufficiently indicated in the accompanying rough sketch Survey.

2- At the first mile leading out of Chickmugloor is the Buswa=
=hully Tank, the bund of which is used for the road. As the central portion is very much higher than the flanks there can be no objection to cutting down the whole to an uniform level thus securing thump=
=ing greater width to the road (which in places is dangerously narrow) without in any way de=
=tracting from the strength of the Bund. A small bank should be left

left on the water side and eventually
a mud wall on the other.-
3. After this point the road gradually
ascends with unobjectionable gradients
and good alignation to the temple on
the saddle immediately at the head
of the Yerna Ghaut. This is about the
4th mile and the Ghaut itself is one
mile in length, and carried with an
easy gradient of about 1 in 25 down to
the zigzag shown on the sketch. The
work is very well advanced, the soil good,
and most of the revetments and rough
stone drains complete.
4. The zigzag and small portion down
to the 5th milestone has been worked out
too steep and this portion must be im-
proved by carrying on the zigzag and
giving it greater length round the shoulder
of the Hill.
5- Mr Mckenzie has stopped all work in
consequence of the original sanctioned amount
being worked out, but by a Special Estimate
framed for this portion it would appear
that he considers Rupees 1142 would open
it completely for cart traffic. This merely

provides

provides for formation of roadway without metal or gravel, but this is not of much consequence on the soil, mostly shaley rock, forms a sufficiently good surface for moderate traffic.

6. Including the modification of the zigzag at foot, as above suggested, I should consider Rupees 1,500 ample for obviating the Ghaut to cart traffic, and as the Deputy Superintendent is extremely anxious to have it worked out at once, it appears to me that this should be done without further delay. There can be no question that by overcoming the obstacle of this Ghaut, carts could now at once make use of the whole line from Chittoor to Cudapah, the importance of which is immeasurable.

4. After leaving the Yerra Ghaut a pretty level portion of valley is passed; the line crossing the Gunjeecheilla at a good point,

and

and then commences the ascent over the Neragony saddle. The zigzag at the foot shewn in the sketch is not sufficiently long and it should be again worked out with a maximum gradient of 1 in 22.

8. From the angle to the top of the saddle is sufficiently favorable ex= =cepting close to the top where steeper retracing necessary - as well as im= =mediately over the saddle itself.

9. The gradient down to the 4th mile line does not exceed 1 in 21 and may stand with the exception of the portion immediately at the foot where again retracing is requisite - up to the Ne= =ragony Nullah at the 6th mile, the trace already worked out in full width is unexceptionable.

10. Returning to Chichmuglor by the old road, along side of which the first trace was run and. Estimated for, it was quite clear that although much more level, it was at least one and a half miles longer, besides having to cross the whole drainage

of

of the valley— At the point where the old line passes the Gumgee Nullah, the latter forms a wide and very deep chasm and would cost much to bridge. I am therefore quite satisfied under all the circumstances, that the Executive Engineer has done perfectly right to adopt the shorter route over the Neragony Ghaut.

11 The Executive Engineer has lately submitted the accompanying Estimate, amounting to Rupees 59,132 for completing the whole line through-out, bridging, metalling &c., exclusive however of the Rupees 1142 for the Yenna Ghaut. This Estimate moreover took no notice of the original sanction for Rupees 29,461. In returning the Estimate the Chief Engineer requests that the Executive Engineer will be good enough to consider this new one as a Revised and Supplemental Estimate giving a clear history of all that has been done,

and

and that it is proposed to do, shewing the great difficulties which have been experienced in the matter of labor and contracts, analysing the rates, affording all the requisite information in regard to sections, surveys &c. and giving the comparative Statement as per code form.

12. On a full consideration of all the circumstances of the case, and the great urgency which exists for opening, without the least delay the Yenangyaung, I am prepared to take on myself the responsibility of authorizing (in anticipation of the Commissioner's sanction) the Executive Engineer at once proceeding with this portion of the work to the extent of Rupees 1,500 with Rupees 200 added for stopping off the Gyngee Kullan banks, and other minor work essential to this end. The original Estimate for Rupees 29,461 has only been exceeded by Rupees 402, and consequently this additional excess could in all cases be within the Commissioner's competence to pass in account.

Bangalan
25th January 1864.

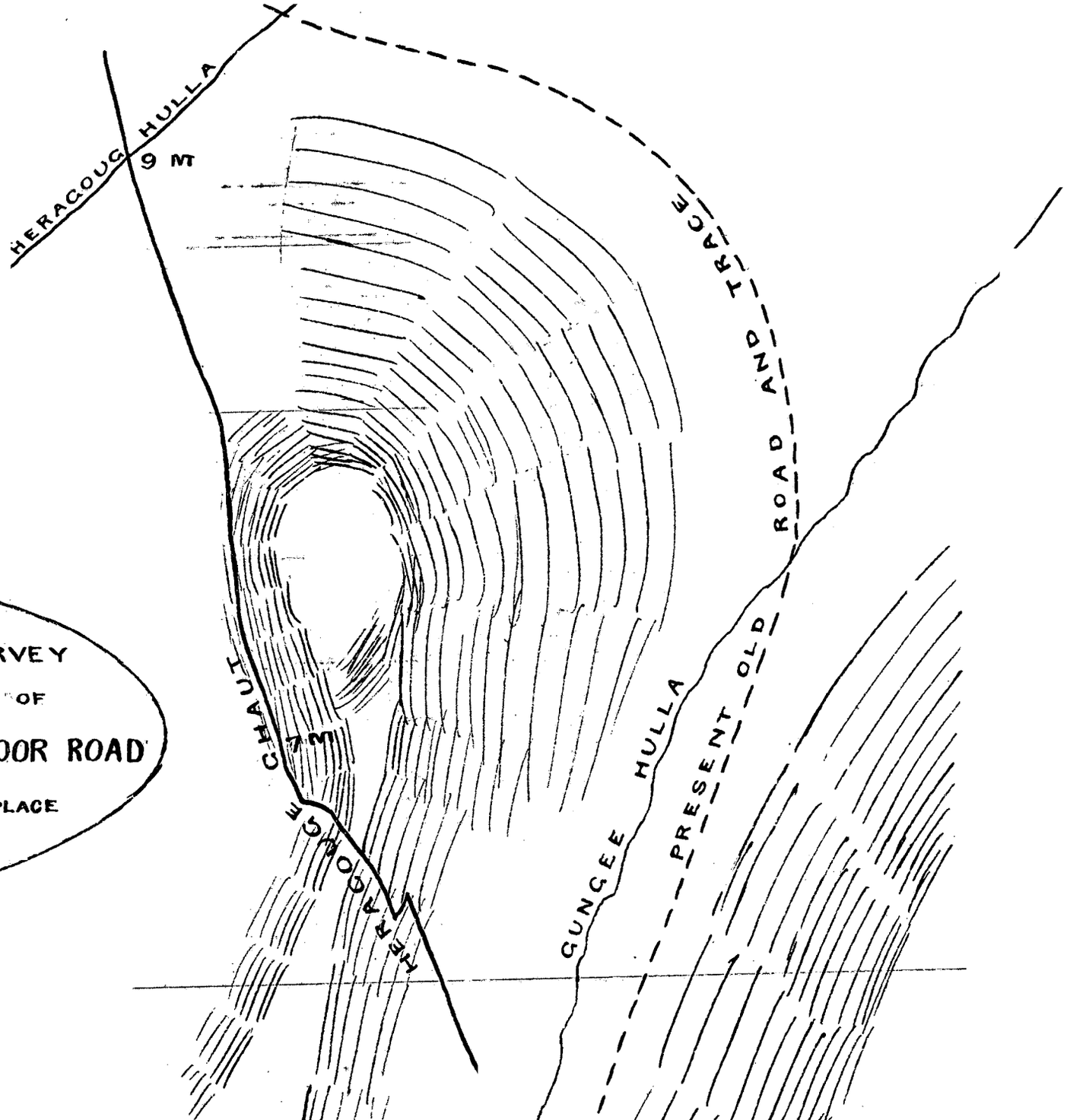
(Signed) W. Chrystie Capt R.E.
for Chief Engineer &
Superintendent

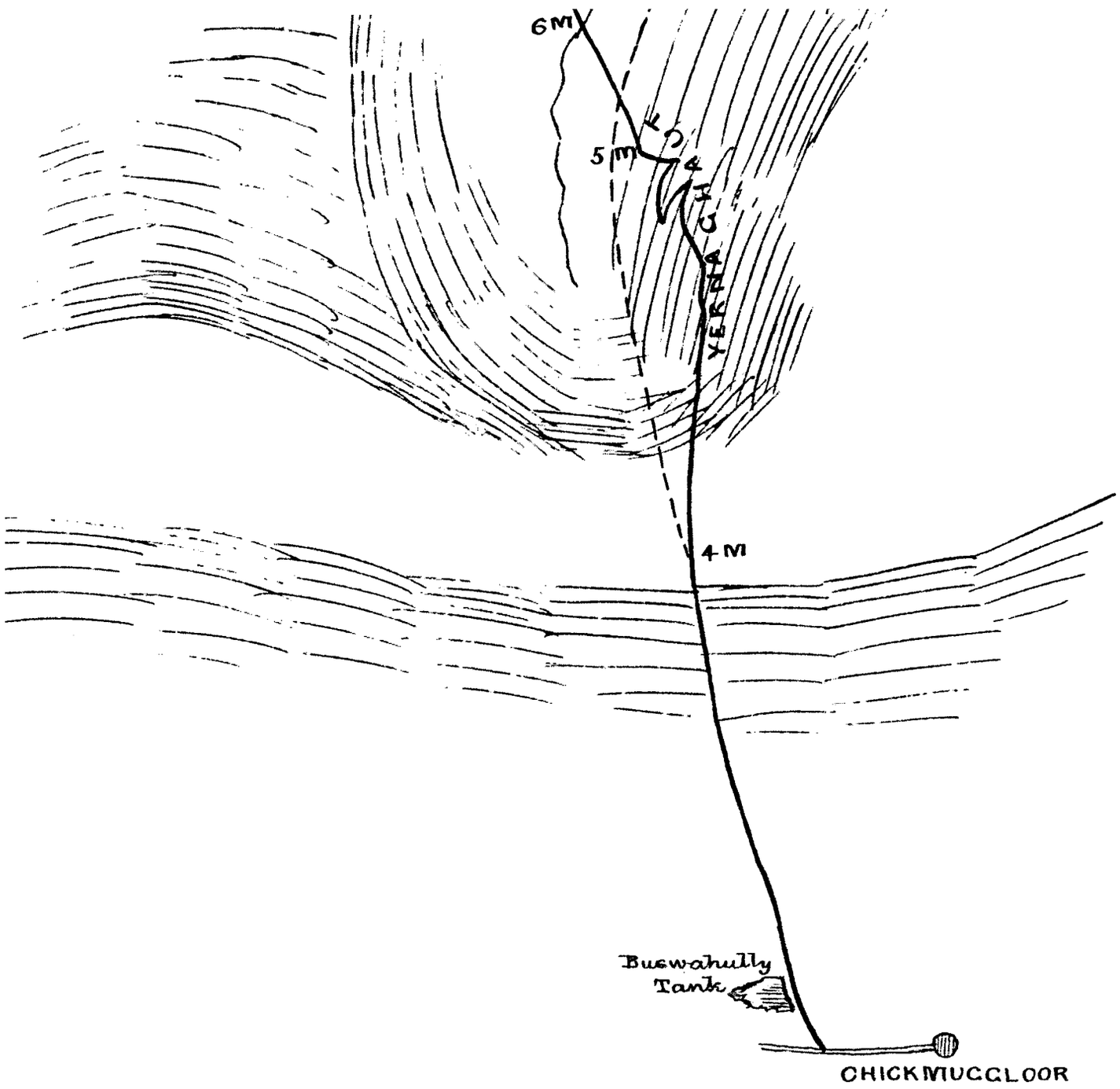
ROUGH SKETCH SURVEY

OF THE FIRST 9 MILES OF

CHICKMUCCLOOR CUDDOOR ROAD

OUT OF THE FORMER PLACE




6M
5M
YERRAGUNTA
4M
Buswahully
Tank
CHICKMUCCLOOR

No 6010
Mud 743

No. 6. C.
Dy Camp Sub Assistant's Office 30th Jan 67
D/5

To
The Chief Engr
Mysore.

Sir,

Under the authority afforded in your letter No. 477/42 of the 25th January 1867 I am directed by the Chief Comm to convey his approval and confirmation of the orders passed by you, sanctioning the expenditure of Rs 1700, in anticipation of sanction for the purpose of opening out the road from Cudoor to Chickmagloor for cart traffic, so urgently required.

This sanction is accordingly, and upon the understanding that a revised estimate with the due course be submitted at an early date for the orders of the Supreme Govt.

I have &c

Illegible
31-1-67
Illegible

No 6011
D 1094/2
Copy to Controller

1869 No. 6010
S.H.& T. 713

The Chief Engineer
& Surveyor

Feby

No. 6010/943.

In reply to No. 477/42
of 12th inst. I have the
honour to return herewith
the plan of the
Land required by him
for opening out the
road from Cuddon
to the village and
to request that a revised
& supplementary Estimate
may be furnished at
an early date.

January 25

No. 750/69 &c,

Mysore Public Works Department.
Central Office

The Secretary to the Commissioner
for the Government of the Territories of
His Highness the Raja of Mysore.
Dated the 4th February 1867.

Sir,

In continuation of my No. 4155/556 of the 4 December 1866, I have the honor to forward for the information of the Commissioner, Assistant Engineer Mr. Traill's report on the inspection of the Doni Ghaut on the 19th Ultmo, and to state that in my opinion, nothing further can be done to improve this Ghaut until the Estimate for raising the Class of the Road throughout, which the Executive Engineer is now engaged upon, is received

* No. 308 of the 19 January 1867

I have the honor to be
Sir,
Your most Obedt Servant
W Whyte Capt RE
for Chief Engineer of Mysore.

B Angalore
4 February 1867.

Mysore Public Works Department
No 750 / 69 — Central Office
Current Branch
1867/67

From The Chief Engineer
of Mysore
To The Secretary to the
Commissioner of
Mysore

Dated 3rd Feby 1867
Despatched 3rd
Received 12th & Rec'd 18th "

Enclosures No

Subject
Memo No. 4154 dated 15th Dec 1866 —
Submits for information
Asst Engineer Mr Traill's
report on his inspection of
the Bood Ghaut.

Answd 15th

Cwr-9-267

acknowledge and
state that Mr Traills report
of the present State of
the Ghaut and of the
Road from Hunsur to

Chickmagloor is satisfactory
but as it is evident
that the condition of
the Ghat after the fall
of heavy rain become
almost impassable
altered, and the road
is rendered at certain
seasons & for a considerable
length of time impassable
for wheel traffic, the
revised Estimate for
raising the level of
the Road through that
will be awaited before
further steps in the
matter are taken

12-2-67

1
R-50

From 1867 No. 6228
P.W.D. 775

To the Chief Engr. & Secy
Bombay

Dated 12th Feby
Despatched 14th "
Received 15th "

Enclosures No.

General No. 6228
P.W.D. No. 775
1866-69.

In continuation of previous correspondence forwards copy of a letter from the Madras Govt and requests he will submit a report on the state of the road on the Coorla Ghat and the necessary measures to be taken for making it thoroughly passable for wheel traffic.

Nov

Shelf 6228
NWP 775

No. 6. 6
Camp Nellagerray 12th February 1867
N.W.P.

To
The Chief Secy.

Sir,

In continuation of previous correspondence I am desired to forward for your information the accompanying copy of a letter, marginally noted, from the Govt of Madras, inviting to notice that the Medical Officer within whose limits [illegible] is capable for Court traffic in November last.

2 The Govt Comr requests that care with [illegible] to the Court's Rules [illegible] which [illegible] the work referred to in your forwarded Note, submit a report upon the subject of the Stake of the Road and the causes which led to its having fallen into the state

X No 52 of 8th June 867

X With 1 spare copy.

< under any circumstances whatever absolutely

General No 6338
P.W.D. No 797.

No. 66.

Dr. Brynmore 15th Feby 1869

The Colony Engr.

Sir.

In acknowledging your No 250 of the 9th Feby 69 I am desired by the Govr to state that the Report submitted by Mr Asst. Engr Traill on the present condition of the Blowing Shaft and of the road from Waipara to Christmas Gloom is satisfactory as far as it is evident that the choke of the Shaft after the fall of heavy rain becomes almost immediately altered, and the road is rendered at certain seasons and for a considerable length of time impassable for which cause the Govr will await the submission of the promised Estimate for raising the Clays of the Road throughout, before further steps are taken in the matter.

I have &c

Engr
Mr 2. 69

Returned

Secty

.809 1.1.717

To

The Chief Engr. of
Ingoora

Inv. 6338/797

9th. 15th. Febry.
9fld.

States that Inv.
Asst. Engr. - Davies
reports on the Boric
Chât. area of the road
from Mavara to Click.
- mayor received with
Inv. 25th. 9th. 7th. Inst. is satis-
factory, and conveys
instructions on the sub-
-ject

No 640

Mysore Public Works Department
No. 1098/78 Central Office
Current Branch
1866/67

From The Chief Engineer
of Mysore
To The Secretary to the
Commissioner of
Mysore

Dated 27th Feby 1867
Despatched
Received 28th

Enclosures No
Subject

Reply to Secy's letter No
628/775 of the 12. Feby. on the
Subject of the Code cut &
Grants.

K- 50.

Recd Defrs

Wanted W. Cross Esqr Supt
Repts with the Correct Figures
Letter No 750/69 of the 26th

* Mr. Cross was returned to the
Engineer with No 6338/79 8/12/67.

Particulars are entered in Rect

2/3/67

receipt of the detailed
Estimates promised will
therefore be awaited before
further orders are issued -
2-3-67

Cur. 28/2/67

No documents appear which
will explain the circumstances
the entries in Cur. Which
as between the Engr. Officers
of the Head Qrs & Mysore Distt
Officers, & the Commissioner and
Financial Secretary

No. 1098/98

Mysore Public Works Dept
Central Office.

From

Major A. St. Lankey R.E.
Chief Engineer of Mysore

To,

The Secretary to the Commissioner
for the Government of the Territories of
His Highness the Rajah of Mysore.
Dated the 27th February 1867

Sir,

Adverting to your letter No. 6228/775 of the 12 instant, forwarding Communication No 52 of the 8th Ultimo, from the Government of Madras, I have the honor to state, for the Commissioner's information, that the Godicul Ghaut not having fallen within the limits of my late inspection, I have nothing to add to the information contained in previous correspondence, and I can therefore only repeat the assurance that an Estimate will be submitted at the earliest practicable date Assistant Engineer Traill being now specially engaged upon it.

2 I would here willingly close my remarks on this correspondence, were it not for the reiterated statement of Colonel Walker*

para 2 of his No. 192 of the 14 Dec/66
Vide Enclosures of Madras Govt No 112 of 8th Jany/67 pa

was from my personal knowledge, the previous statement as to the Bodenal Ghaut having been opened for Cart traffic years ago, was correct

3. From the marginal quotation from my No 530 of the 11th March 1866; it is quite clear that Colonel Walker was fully cognizant of the fact that neither the Madras, nor the Mysore portions were open for Cart traffic in November 1862; but in order further to shew the singular misapprehension under which that Officer labored in regard to this, I beg to state once for all that the first estimate for opening the Ghaut to Cart traffic was sanctioned by the Government of India in Secretary's letter No 4590 of the 27th November 1862, and that the work under this was only completed in April 1865.

para 2. "Under the general designation of the phrase "years ago", this is an error, as the first carts passed up the Ghaut at the end of the working season of 1864. and I think it is a very measurable one on the part of Colonel Walker, as in his No 123 of the 11th Nov/62, he himself reported that the Madras portion was only 12 feet wide, and that the road was only open to carts from its foot, and as he has no ambiguity his frequent visits been fully cognizant of the exact state of matters from the first."

4. Regarding the statement brought forward of a cart being taken to pieces, and carried up by coolies who had come with the Driver "for the purpose", I would beg to refer to Mr Assistant Engineer Traill's Report forwarded with this Office No 1730/69 of the 7th instant.

I have the honor to be
Your most Obedient Servant
D. O. Sankey Major R.E
Chief Engineer of Mysore.

Bangalore
27th February 1867

1

177-88

From 1867

Mell
No 691
76

To The Chief Engr

Dated 2nd May

Despatched –

Received

Enclosures No. 2

General No 691 } 1867-68.
No 76 }

With reference to pre-
vious correspondence re-
garding the construction
of the Coolour Ghaut Road
leading from Arumbakkam
to Kurimulla, forwards
herewith for information copy of
letter No. 28 of the 15th Inst.
from the Asst. Engr. in charge
& its enclosure reporting
further steps taken & the steps
proceeding with
the above
project –

Ry Fowler

Offg Secy

5-67

No. 10

1

R-88

No. 60.

Mysore Public Works Department,
Central Office,
Current Branch,
No. 2264 / 232
1867-68

From The Chief Engineer
of Mysore.

To The Secretary to the
Commissioner of Mysore.

Dated 24th May 1864
Despatched
Received 27th Do 9th

Enclosures No.

Subject.

Secretary's No. 691/46 of the 2nd May 1864 regarding Coolor Ghaut road

With reference to the above, has the honor to state for the information of the Commissioner that the

Rec. 19/20

undersigned hopes, ere long, to be enabled to submit the promised report regarding the communications with this part of the province.

W. H. Lankey Major R.E.
Chief Engineer of Mysore
Comm 9/5/67

File
10.5.67

02-85

No 11-96

Mysore Public Works Department

2612 / 273 Central Office Current Branch

1867/68

From The Chief Engineer of Mysore

To The Secretary to the Commissioner of Mysore

Dated 29th May 1867

Despatched

Received 31st Ditto

Enclosures No Nil

Subject

Has the honor to submit herewith, for the consideration and sanction of the Commissioner, the accompanying Estimate amounting to Rupees 3131, for metalling and improving four miles of the Hagalavadi Ghaut road, between

No 11.

Buthanaul and Koulondee, in the Inyeon Division.

2- The undersigned solicits the favor of a reference to the Report (attached to Estimate) which in itself clearly defines the various causes which render it absolutely essential to effect the improvement to that portion of road, referred to.

W. Scudder Major R.E.
Chief Engineer of Inyeon

Camp 30/5/67.

Under the circumstances represented by Lieutenant Young he may be encouraged

31-5-67

No. 1286
PWD 167

1867

From The Offg. Secretary,

To, The Chief Engineer
Of Nagpore

Dated
Despatched } 3rd June
Received

Enclosures No. 1

General No. 1286
Pwd No. 167 } 1867-68.

Your docket No. 2612
Of the 29th May 1867. 273 submitting for sanction an Estimate amounting to Rs. 3131 for metalling and improving four miles of the Hingunaon Ghaut road between Buttanaud and Koulundee in the Nagpore Dist.

Convey sanction to the above Estimate x under the explanation herein afforded ~~in the Report attached thereto~~

No. 1287 x "By order
Copy by Controller
with abstract
Estimate No. 2 Offg. Secy.
1.6.67

x returned.